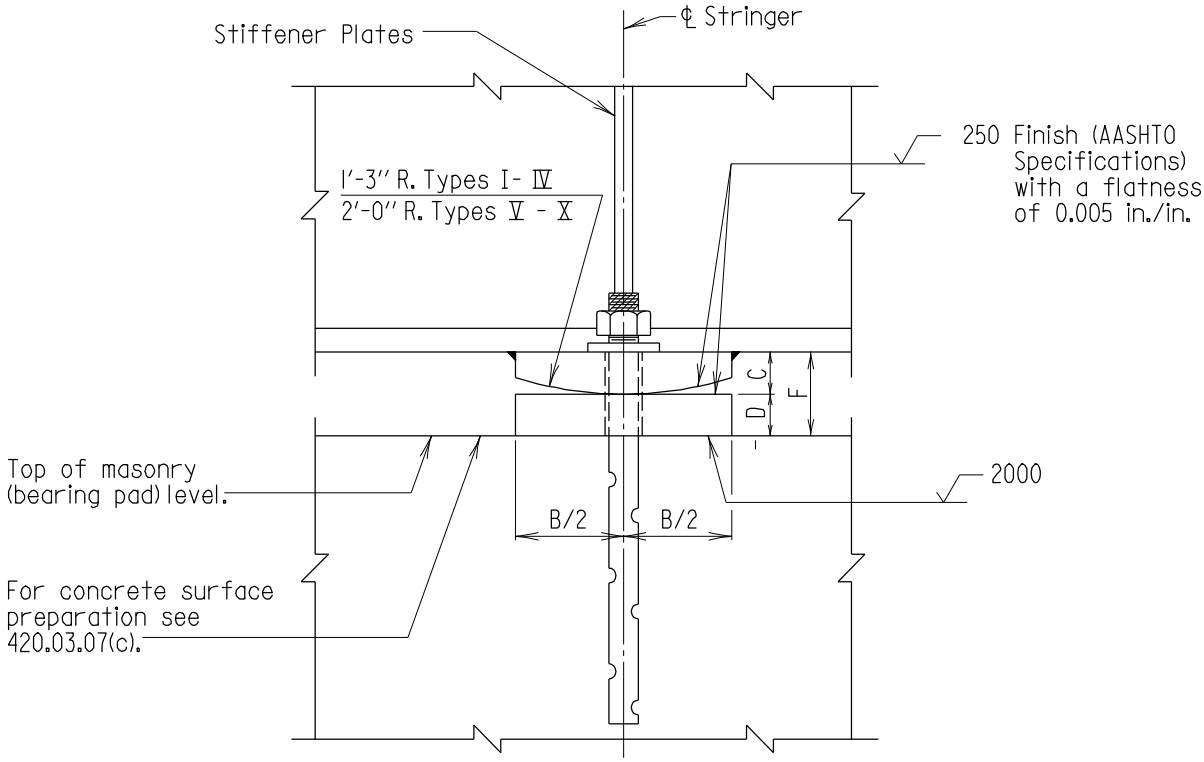

SIDE VIEW

Scale: 1½" = 1'-0"

DATA SCHEDULE

Type	Sole Plate			Masonry ℄			Hole Loc.	Hgt.	Max Bottom Fl. Width	Strength Limit State Loads	Service Limit State Loads
	A	B	C	A	B	D	E	F			
MF50 - I	20	9	1¾	20	9	1¾	8	3½	12	300 K	185 K
MF50 - II	22	11	1⅞	22	11	1⅞	9	3¾	14	400 K	250 K
MF50 - III	24	12	2	24	12	2	10	4	16	500 K	310 K
MF50 - IV	26	13	2¼	26	13	2¼	11	4½	18	600 K	375 K
MF50 - V	30	15	2½	30	15	2½	13	5	22	700 K	440 K
MF50 - VI	32	16	2¾	32	16	2¾	14	5½	24	800 K	505 K
MF50 - VII	34	18	2⅞	34	18	2⅞	15	5¾	26	900 K	570 K
MF50 - VIII	36	20	3	36	20	3	16	6	28	1000 K	635 K
MF50 - IX	38	22	3	38	22	3	17	6	30	1100 K	700 K
MF50 - X	40	24	3¼	40	24	3¼	18	6½	32	1200 K	760 K

Note: All dimensions are in inches.

Note:

1. Sole and masonry plates to be ASTM A 709 Grade 50 steel painted to match finished bridge color.
2. Fill slots and holes around anchor bolts with nonhardening caulking compound or elastic joint sealer.
3. 1000 RMS (Finish all over) except where otherwise noted.
4. Compressive strength of concrete bearing area shall be 3.5 ksi or greater.
5. Top of sole plate must be beveled to fit grade of bottom flange.
6. Unless otherwise noted, bearings shall be placed normal to ℄ of stringer.
7. Plates are to be shipped as units.
8. If more than one size bearing is called for, Contractor may furnish all bearings of the larger size provided the bearing pads are altered to accommodate same. No increase in any prices bid will be allowed if this option is selected.
9. All anchor bolts and washers shall be unpainted ASTM F 1554 Grade 36 galvanized steel. All nuts shall be unpainted ASTM A 563 galvanized steel.
10. The maximum design rotation due to strength load combinations (θu) = 0.75".

3-13-01
10-9-07
1-21-09
4-21-09

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF BRIDGE DEVELOPMENT

VERIFIED 10-9-2007 LRFD

FIXED BEARING
MEDIUM LENGTH SPANS
(GRADE 50 STEEL)